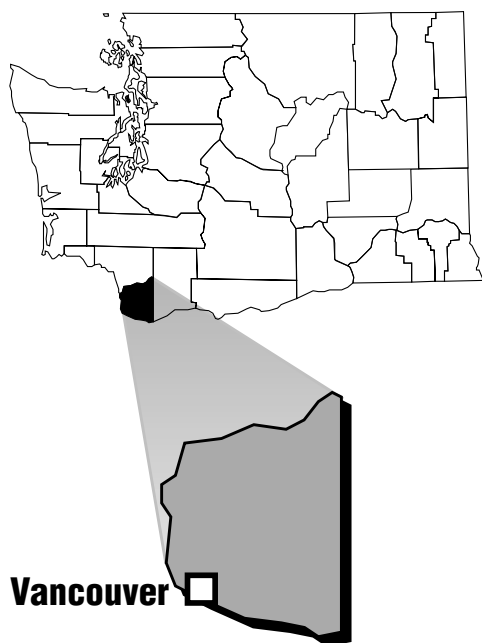


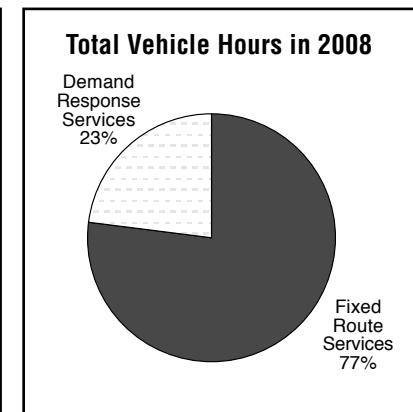
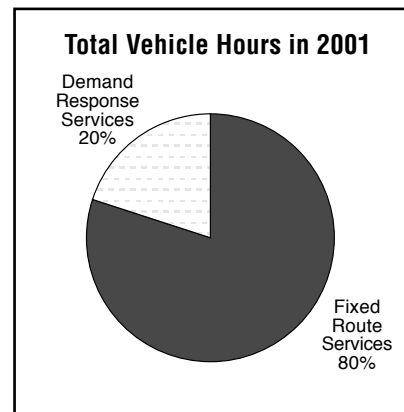
Lynne Griffith
Executive Director

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Internet Home Page: <http://www.c-tran.com>



System Snapshot

- Operating Name: C-TRAN
- Service Area: Clark County, excluding the bi-county city of Woodland
- Congressional District: 3
- Legislative Districts: 15, 17, 18, and 49
- Type of Government: Public Transportation Benefit Area
- Governing Body: 9 member board of directors comprised of three Clark County Commissioners, three Vancouver Council members, one council member from either Camas or Washougal, one city council member from either Battle Ground or Yacolt, and one council member from either Ridgefield or La Center.
- Tax Authorized: 0.3% sales and use tax approved in November 1980.
- Types of Service: 28 fixed routes and with C-VAN Americans with Disabilities (ADA) accompanying paratransit service.
- Days of Service: Weekdays, generally between 5:30 a.m. and 9:30 p.m.; Saturdays, generally between 6:45 a.m. and 8:00 p.m.; and Sundays, between 8:00 a.m. and 7:00 p.m.
- Base Fare: \$1.00 per boarding for fixed route within Clark County and 45 cents per boarding for honored citizens.



Current Operations

C-TRAN provides a variety of services on weekdays:

- Fifteen suburban routes (Vancouver urbanized area).
- Three rural routes (Camas-Washougal, from the Vancouver urbanized area to Camas and Battle Ground).
- Seven express commuter routes (to Portland area).
- One express commuter route (from Camas to Portland).
- Two express commuter routes (from rural Clark County locations into Vancouver urbanized area).

C-TRAN operates all suburban local routes and two rural routes on Saturdays and Sundays.

C-TRAN provides C-VAN paratransit services for individuals with disabilities who cannot use fixed route services and are within one-half mile of them.

C-TRAN provides vanpool service with up to 18 vans, all of which are leased. C-TRAN is the lead agency for Commute Trip Reduction in Clark County.

Revenue Service Vehicles

Fixed Route — 102 total, 88 ADA accessible and 96 equipped with bicycle racks, age ranging from 1976 to 1999.

C-VAN — 51 total, all equipped with wheelchair lifts, age ranging from 1991 to 1998.

Vanpool — 10 leased from a private company.

Facilities

C-TRAN has a single administration-maintenance-operations facility at 2425 NE 65th Avenue in Vancouver. C-TRAN also leases adjoining accessory fleet parking and office space.

C-TRAN operates three transfer centers: 7th Street-Downtown Vancouver, Vancouver Mall, and Fisher's Landing. Each of the transit centers has bicycle lockers or rack facilities, customer service, an operators' lounge, and transit security space. The 7th Street and Fisher's Landing centers have public restrooms.

In addition, Vancouver Mall and Fisher's Landing transit centers have park and ride lot capacity. C-TRAN operates five other park and ride lots (BattleGround, Ridgefield, Salmon Creek, Camas/Washougal, and Evergreen). Together with another park and ride lot (BPA Ross Complex), these park and ride lots have a total of more than 1,600 vehicle parking spaces.

C-TRAN maintains more than 220 passenger shelters and benches.

Intermodal Connections

C-TRAN provides a taxi connector service to the Vancouver Amtrak station. Intercity bus connections can be made at the Greyhound bus terminal located adjacent to the downtown 7th Street Transit Center. Additionally, bike locker and rack facilities are located at each of C-TRAN's transit centers and park and ride facilities.

C-TRAN connects with Tri-Met (Oregon), enabling access to Portland and its three suburban counties in Oregon.

2001 Achievements

- Objectives met:
 - Offered additional commuter services to support the new HOV facility along southbound Interstate 5.
 - Continued installing security cameras on board buses.
- Objectives unmet:
 - Acquire land for constructing a park and ride lot at I-5 and 99th Street.
 - Replace five fixed route coaches.
 - Add seven transit coaches for commuter service.
- Other:
 - Launched a comprehensive “Train-the-Trainer” program.

2002 Objectives

- Acquire land for constructing a park and ride lot at I-5 and 99th Street.
- Replace five C-VAN coaches.
- Complete a comprehensive emergency preparedness plan.
- Complete installing on-board security cameras on all fixed route buses.
- Preserve or replace existing park and ride capacity near 134th Street.

Long-range (2003 through 2008) Plans

- Construct park and ride lot at I-5 and 99th Street.
- Replace 31 C-VAN paratransit vehicles.
- Add four C-VAN paratransit vehicles.
- Replace 33 and add seven 40-foot fixed route buses.
- Replace 15 30 to 35-foot fixed route buses.
- Reduce vanpool operations due to downsizing of employers.
- Plan and implement ongoing service adjustments.



C-TRAN

| | 1999 | 2000 | 2001 | % Change | 2002 | 2003 | 2004 | 2008 |
|-------------------------------------|--------------|--------------|---------------------|----------|--------------|--------------|--------------|--------------|
| Service Area Population | 336,890 | 345,146 | 352,565 | 2.15% | N.A. | N.A. | N.A. | N.A. |
| Annual Operating Information | | | | | | | | |
| Fixed Route Services | | | | | | | | |
| Revenue Vehicle Hours | 283,218 | 260,482 | 246,593 | -5.33% | 260,000 | 269,000 | 278,000 | 176,000 |
| Total Vehicle Hours | 310,981 | 284,515 | 268,052 | -5.79% | 282,000 | 292,000 | 303,000 | 191,000 |
| Revenue Vehicle Miles | 4,537,911 | 4,044,919 | 3,648,956 | -9.79% | 3,644,000 | 3,772,000 | 3,904,000 | 4,480,000 |
| Total Vehicle Miles | 5,275,297 | 4,656,608 | 4,103,129 | -11.89% | 4,466,000 | 4,622,000 | 4,764,000 | 5,490,000 |
| Passenger Trips | 7,750,095 | 6,564,961 | 5,954,946 | -9.29% | 6,274,000 | 6,494,000 | 6,721,000 | 4,248,000 |
| Diesel Fuel Consumed (gallons) | 1,111,284 | 1,019,043 | 927,566 | -8.98% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 0 | 1 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 77 | 89 | 60 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 12 | 28 | 8 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Employees (FTEs) | 280.3 | 257.6 | 243.6 | -5.43% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$20,042,070 | \$18,347,197 | \$18,085,091 | -1.43% | \$20,371,000 | \$20,809,000 | \$21,935,000 | \$15,034,000 |
| Farebox Revenues | \$2,445,189 | \$3,056,588 | \$3,452,965 | 12.97% | \$3,737,000 | \$4,097,000 | \$4,683,000 | \$3,854,000 |
| Demand Response Services | | | | | | | | |
| Revenue Vehicle Hours | 65,822 | 55,308 | 58,695 | 6.12% | 73,000 | 76,000 | 79,000 | 51,000 |
| Total Vehicle Hours | 74,953 | 62,275 | 67,301 | 8.07% | 84,000 | 87,000 | 91,000 | 58,000 |
| Revenue Vehicle Miles | 1,046,512 | 915,330 | 968,913 | 5.85% | 1,214,000 | 1,266,000 | 1,321,000 | 854,000 |
| Total Vehicle Miles | 1,200,544 | 1,023,470 | 1,079,495 | 5.47% | 1,353,000 | 1,411,000 | 1,471,000 | 951,000 |
| Passenger Trips | 188,269 | 162,130 * | 175,029 | 7.96% | 218,000 | 227,000 | 237,000 | 153,000 |
| Diesel Fuel Consumed (gallons) | 149,302 | 47,417 | 127,422 | 0.59% | N.A. | N.A. | N.A. | N.A. |
| Gasoline Fuel Consumed (gallons) | 287 | 0 | 0 | 0.00% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 4 | 13 | 16 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 8 | 1 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Employees (FTEs) | 73.3 | 64.1 | 60.5 | -5.62% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$4,373,195 | \$3,713,625 | \$3,921,158 | 5.59% | \$4,922,000 | \$5,109,000 | \$5,388,000 | \$3,728,000 |
| Farebox Revenues | \$37,434 | \$59,396 | \$67,417 | 13.50% | \$81,000 | \$107,000 | \$113,000 | \$87,000 |

*Revised number.

| | 1999 | 2000 | 2001 | % Change | 2002 | 2003 | 2004 | 2008 |
|----------------------------------|-----------|-----------|-----------------|----------|-----------|-----------|-----------|-----------|
| Vanpooling Services | | | | | | | | |
| Revenue Vehicle Miles | 286,482 | 249,255 | 157,981 | -36.62% | 275,000 | 275,000 | 275,000 | 275,000 |
| Total Vehicle Miles | 286,482 | 249,255 | 157,981 | -36.62% | 275,000 | 275,000 | 275,000 | 275,000 |
| Passenger Trips | 68,096 | 66,555 | 51,255 | -22.99% | 47,000 | 47,000 | 47,000 | 47,000 |
| Vanpool Fleet Size | 25 | 18 | 10 | -44.44% | N.A. | N.A. | N.A. | N.A. |
| Vans in Operation | 25 | 18 | 10 | -44.44% | N.A. | N.A. | N.A. | N.A. |
| Gasoline Fuel Consumed (gallons) | 20,991 | 19,494 | 11,234 | -42.37% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Employees (FTEs) | 0.5 | 0.4 | 0.4 | 0.00% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$114,135 | \$94,840 | \$81,357 | -14.22% | \$107,000 | \$110,000 | \$114,000 | \$124,000 |
| Vanpooling Revenue | \$128,730 | \$113,119 | \$84,825 | -25.01% | \$93,000 | \$105,000 | \$108,000 | \$122,000 |

C-TRAN

| | 1999 | 2000 | 2001 | % Change | 2002 | 2003 | 2004 | 2008 |
|--|---------------|--------------|---------------------|----------|---------------------|---------------------|---------------------|---------------------|
| Annual Revenues | | | | | | | | |
| Sales Tax | \$11,699,532 | \$11,853,310 | \$11,912,575 | 0.50% | <i>\$11,500,000</i> | <i>\$12,000,000</i> | <i>\$12,500,000</i> | <i>\$13,500,000</i> |
| MVET | \$11,699,532 | \$7,173,943 | \$0 | -100.00% | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| State Bridge Allocation | \$0 | \$4,355,000 | \$0 | -100.00% | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Transit Sales Tax Equity Distribution | \$0 | \$530,564 | \$0 | -100.00% | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Fares | \$2,482,623 | \$3,115,984 | \$3,520,382 | 12.98% | <i>\$3,818,000</i> | <i>\$4,204,000</i> | <i>\$4,796,000</i> | <i>\$3,941,000</i> |
| Vanpooling Revenue | \$128,730 | \$113,119 | \$84,825 | -25.01% | <i>\$93,000</i> | <i>\$105,000</i> | <i>\$108,000</i> | <i>\$122,000</i> |
| Federal Section 5307 Prevent. Maint. | \$0 | \$0 | \$3,020,236 | 100.00% | <i>\$3,010,000</i> | <i>\$3,027,000</i> | <i>\$3,000,000</i> | <i>\$1,800,000</i> |
| Other | \$2,758,042 | \$5,292,974 | \$7,367,373 | 39.19% | <i>\$2,216,000</i> | <i>\$690,000</i> | <i>\$484,000</i> | <i>\$165,000</i> |
| Total Annual Revenues | \$28,768,459* | \$32,434,894 | \$25,905,391 | -20.13% | <i>\$20,637,000</i> | <i>\$20,026,000</i> | <i>\$20,888,000</i> | <i>\$19,528,000</i> |
| Annual Operating Expenses | \$24,529,400 | \$22,155,662 | \$22,087,606 | -0.31% | <i>\$25,400,000</i> | <i>\$26,028,000</i> | <i>\$27,437,000</i> | <i>\$18,886,000</i> |
| Other Expenses | \$4,104,893 | \$4,039,540 | \$4,284,361 | 6.06% | <i>\$5,477,000</i> | <i>\$4,934,000</i> | <i>\$5,010,000</i> | <i>\$4,587,000</i> |
| Annual Capital Purchase Obligations | | | | | | | | |
| Federal CM/AQ Grant | \$0 | \$0 | \$0 | | <i>\$1,310,000</i> | <i>\$2,240,000</i> | <i>\$3,663,000</i> | <i>\$0</i> |
| Federal STP-Regional | \$660,421 | \$0 | \$0 | | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Federal Section 5309 Capital Grants | \$0 | \$0 | \$2,312,375 | | <i>\$2,840,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Federal Section 5307 Capital Grants | \$4,558,192 | \$471,663 | \$1,715,000 | | <i>\$90,000</i> | <i>\$7,525,000</i> | <i>\$1,177,000</i> | <i>\$30,000</i> |
| State Capital Grants | \$0 | \$180,000 | \$0 | | <i>\$557,000</i> | <i>\$0</i> | <i>\$2,221,000</i> | <i>\$0</i> |
| Capital Replacement/Purchase Funds | \$2,973,244 | \$3,352,458 | \$2,648,432 | | <i>\$3,221,000</i> | <i>\$4,903,000</i> | <i>\$5,197,000</i> | <i>\$1,719,000</i> |
| Total Capital Purchases | \$8,191,857 | \$4,004,121 | \$6,675,807 | 66.72% | <i>\$8,018,000</i> | <i>\$14,668,000</i> | <i>\$12,258,000</i> | <i>\$1,749,000</i> |
| Ending Balances, December 31 | | | | | | | | |
| Working Capital | \$7,192,115 | \$8,108,724 | \$5,721,289 | -29.44% | <i>\$5,159,000</i> | <i>\$5,380,000</i> | <i>\$5,722,000</i> | <i>\$0</i> |
| Funding for Programs | \$29,264,326 | \$33,617,763 | \$33,285,290 | -0.99% | <i>\$27,264,000</i> | <i>\$18,759,000</i> | <i>\$10,516,000</i> | <i>\$8,164,000</i> |
| Capital Replacement/Purchase Funds | \$26,375,280 | \$28,219,736 | \$29,718,126 | 5.31% | <i>\$26,912,000</i> | <i>\$24,216,000</i> | <i>\$20,223,000</i> | <i>\$23,000</i> |
| Self Insurance Fund | \$3,000,000 | \$3,000,000 | \$3,000,000 | 0.00% | <i>\$3,000,000</i> | <i>\$3,000,000</i> | <i>\$3,000,000</i> | <i>\$3,000,000</i> |
| Total | \$65,831,721 | \$72,946,223 | \$71,724,705 | -1.67% | <i>\$62,335,000</i> | <i>\$51,355,000</i> | <i>\$39,461,000</i> | <i>\$11,187,000</i> |

*Revised number.

Performance Measures for 2001 Operations

| | Fixed Route Services | | Demand Response Services | |
|--|-----------------------------|--------------------------|---------------------------------|--------------------------|
| | C-TRAN | Urbanized Medians | C-TRAN | Urbanized Medians |
| Fares/Operating Cost | 19.09% | 15.94% | 1.72% | 1.61% |
| Operating Cost/Passenger Trip | \$3.04 | \$3.14 | \$22.40 | \$22.88 |
| Operating Cost/Revenue Vehicle Mile | \$4.96 | \$5.92 | \$4.05 | \$4.04 |
| Operating Cost/Revenue Vehicle Hour | \$73.34 | \$79.16 | \$66.81 | \$64.36 |
| Operating Cost/Total Vehicle Hour | \$67.47 | \$73.79 | \$58.26 | \$56.17 |
| Revenue Vehicle Hours/Total Vehicle Hour | 91.99% | 91.01% | 87.21% | 84.63% |
| Revenue Vehicle Hours/FTE | 1,012 | 945 | 970 | 1,064 |
| Revenue Vehicle Miles/Revenue Vehicle Hour | 14.80 | 14.30 | 16.51 | 14.65 |
| Passenger Trips/Revenue Vehicle Hour | 24.1 | 24.5 | 3.0 | 2.8 |
| Passenger Trips/Revenue Vehicle Mile | 1.63 | 1.62 | 0.18 | 0.19 |

